

TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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SHIRT SLEEVE SEAMSHIP

"NEXT to inactivity the worst mistake is to strike prematurely. I can wait."

This remark credited to Admiral Von Tirpitz, creator of the German navy, was uttered two years ago shortly after the opening of the war. The sea lord of Germany had been taunted by generals of the army whose columns were marching through Belgium like destroying clouds of locusts while the German fleet, the pet achievement of Von Tirpitz, was bottled up in the Kiel canal by vastly overpowering numbers. "I can wait," Von Tirpitz retorted and he waited. He waited so long that the German nation grew weary. Through the pallid winter months and the dreary days of summer indolence the waiting was prolonged until it seemed as though the German navy never would venture forth to meet the enemy. During this enforced passiveness Von Tirpitz and his men were not idle. Unceasing vigilance kept the crews alert and as keen as a lot of beagles, eager to trip their moorings and vanish in the dense fogs of the North Sea. A few forays to the English coast where the smaller craft could slip unobserved out of Wilhelmshaven and back again under cover of darkness or in the slow dispelling grey of the morning after, were the only diversions.

The navy waited. Outside, the North Sea was patrolled by a chain of torpedo destroyers, gunboats, light cruisers, battleships and dreadnaughts that shuttled back and forth through the spume and froth of tempest whipped seas. These floating batteries of high and low estate formed the cream of the British navy which had wiped the German flag off the Atlantic and Pacific and only waited for the hour when they would consummate the task of exterminating the German navy. These brave Britons waited. So did the German foe. Each ached for the bugle call to rally the crews to the guns and end the agony with a hellish cyclone belching from deep throated ordnance, punctuated by the rattle of machine guns, the dull impact of submarine torpedoes launched by the stingray of the seas. Anything was better than inaction.

In that patrol fleet which for numbers, tonnage and guns and all the terrible concentration of ingenious destruction there rode the Invincible which gave such an excellent account of itself in the battle off the Falkland islands when half a dozen German warships were riddled with shot until their scuppers ran red with torrents of blood and the vessel sank before a withering hail of steel missiles. This was the first test of the new type of the battle cruiser and the account the Invincible gave of itself on that occasion raised the new model in the estimation of all nations. Like the dreadnaught, the Invincible's heavy battery consisted of all big guns; like it, it had a great displacement—17,500 tons and differed from it in the fact that it carried only eight instead of ten big guns and had much thinner armor. The Invincible made 27 knots while its most recent successor, the Queen Mary, which met its fate Wednesday night in the North Sea, could log 28 knots or the marvellous speed of 32 miles an hour. The battle cruiser is what its name implies. In a general engagement they take their place alongside the dreadnaught in the first line of battle.

Both battle cruisers were sunk, and the statement that the losses were not of vital importance to either side taxes the credulity of the reader at this distance from the scene of the engagement.

The Germans had waited. Von Tirpitz was not with the fleet of his country in the hour of triumph, but his successor profited by the foresight of this master mind who had made valiant preparations for the inevitable while he was waiting for the propitious moment to sail forth. That the Germans succeeded in returning to their base is proof of superior gunnery or seamanship. That they survived after raiding the hornets hovering around their haven of refuge deserves a tribute that cannot be withheld even by an enemy. It is surmised that the mooted invention of a high power naval gun as effective as the 42 centimeter of the Big Bertha class is more of a fact than conjecture and the results of the battle may have been due to the superiority of equipment to enable an inferior fleet to create such havoc in a single night and live to drop anchor in a home harbor.

Von Tirpitz is vindicated. His shirt sleeve system is vindicated, the valor of the German navy is vindicated. What more need be said. Von Tirpitz was a lieutenant when he entered the navy at the age of 20 and, twenty years later he was flying the pennant of a rear admiral. He was a great admirer of the British navy, but his methods were those of the "shirt sleeve" order which he acquired when he visited the United States in company with the Crown Prince in 1902.

TWELVE HOURS AHEAD OF LONDON

ACCORDING to the veracious chronicler who furnishes home made telegraph news for the Hearst Service it appears the leaders of the Bonanza were almost a day ahead of the people of London in learning full details of the naval engagement in the North Sea. A sample of the specious dispatches manufactured in the back rooms of a San Francisco skyscraper was doled out to the Tonopah public this morning in the following words under a London date of June 2: "Rumors that an important naval battle had been fought brought great crowds in the streets tonight." There were no rumors in Tonopah about the engagement as the matter was given in all the bald facts of an actual occurrence with a multiplicity of detail that took the story from the province of rumor and report. There was no prevarication or embellishment. The facts were known in Tonopah at noon through the medium of the Associated Press which once more illustrates the truth that the evening paper is the people's paper and the one that carries the news of the whole world.

SALVATION OF SILVER

THERE is only one course open to silver and that is its recognition as a money metal. Events of the past few days carrying violent fluctuations entail too vast a risk for any one to hazard investment funds. Silver has been finally prostituted to the level of one of the most speculative commodities which has made it the wanton sport of men as a thing of the streets to be toyed with for momentary pleasure and cast off. This is not a natural outcome of the universal demand for the metal which is the only medium remaining for the conduct of the world's business. There is no excuse for the violent fluctuations even allowing they are governed by conditions affecting any other commodity. The law of supply and demand obtains in other lines of commerce and to warrant the sharp changes of the past week there should be some evidence of an increase in the visible supply. This is not apparent. The offerings of silver are no greater than they have been nor is there any proof of an abnormal accumulation of silver in private hands. All that remains to make silver the subservient slave of interests committed to the gold standard would be to list it in the stock exchanges and call it regularly the same as futures in corn, wheat, oats or pork. The speculators then would have ample opportunity to indulge their propensities for hammering values and the producer would have a better show for his silver. Warehouse certificates could be issued and the offerings would be based on delivery at some future time. Speculators might as well indulge in this passing fancy at this time, for a few months from now they will be deprived of the pleasure of manipulating a metal that is bound to gain recognition at a fixed standard of value.

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LUBRICATION IMPORTANT FACTOR IN KEEPING MOTOR COOL

"The question of lubricating oil is directly connected with that of cooling," says mechanical bulletin No. 3, entitled "Engine Overheating," gotten out recently by the Standard Oil company. "Lubricating oil dissipates the heat

of friction generated by the pistons in the cylinders. If the lubricating oil does not perform its duty correctly, the heat of friction is added to that of the fuel, and the cooling medium will not be sufficient to keep the temperature of the motor at the point of efficiency. "If the body of the oil in the system is depleted through long use and

impregnated with particles of metal, carbon and dirt, it will produce a high coefficient of friction, and overheating will result. Hence the importance of systematic draining of the crank case and oil reservoir.

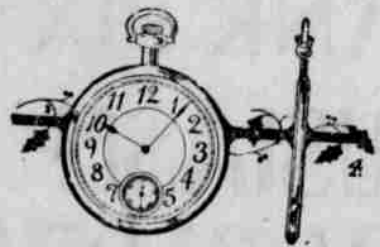
"If an oil of incorrect body is used it will cause overheating. Incorrect body means that when the oil comes in contact with the hot cylinder walls, its body will partially or wholly break down and allow the metals to come in contact, resulting in an excessively high coefficient of friction, and possible abrasion. Incorrect body also means that is too heavy an oil is used, it will not reach the wearing surface fast enough, and excessive friction will result, which will overheat the motor in addition to causing undue wear."

"Many motor authorities declare, and the experience of the majority of Pacific coast motorists bears it out, that oil made from western asphalt-base crude keeps its lubricating qualities longer at cylinder heat, and therefore gives better results."

TEMPERATURE REPORT

Highest temperature yesterday, 69; a year ago, 60.
Lowest temperature last night, 49; a year ago, 37.

Gifts for Graduation



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Special this Week
Five Year Old Port
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40c Per Bottle
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Modern hotel where every reasonable tariff prevails
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Exclusive Agents FOR
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AT...
REASONABLE PRICES
CALL UP
I. O'Connell & Son
THE GROCERS
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CUT PRICE ON EDISON MAZDA LAMPS

10-WATT.....	27c
25-WATT.....	27c
40-WATT.....	27c
60-WATT.....	36c
100-WATT.....	65c

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Las Vegas & Tonopah Railroad
Bullfrog Goldfield Railroad
Round Trip Exposition Fares
From Goldfield to San Diego, Cal., \$30.75

Limit 15 days, sale dates each
FRIDAY AND SATURDAY, COMMENCING MARCH 17, 1916.
Will also carry 15 and 90 day round trip fares to
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commencing April 29th, 1916.
Our fares include a refreshing ocean trip between East San Pedro, San Francisco and San Diego, on Steamers Yale and Harvard, finest boats on the coast.
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DEATH RATE? ANSWER.
DEATHS
1913..... 75
1914..... 78
1915..... 101
Think it over. Concerted action for sanitation might save lives.

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SALE DATES—EVERY FRIDAY AND SATURDAY
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